Seattle Pedestrian Master Plan

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Department of Transportation

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A vibrant Seattle through transportation excellence

Peter Hahn, Director

Welcome to the Seattle Pedestrian Master Plan!

Introduction

ShareThis

Walking is the oldest and most efficient, affordable, and environmentally-friendly form of transportation—it's how transit riders eventually reach their destinations, how drivers get from the parking lot to the front door, and how cyclists get from the bike rack to the business.

And walking is about more than transportation. Walking helps to build strong communities and is the primary way that neighbors get to know one another. Walking is also great exercise and an easy way to improve your mental and physical health.

Nearly everyone, for at least some portion of every day, is a pedestrian. That is why the City of Seattle

Are you looking for...
•**2009 Pedestrian Progress Report**

2010 Work Plan

• **Implementation Actions**
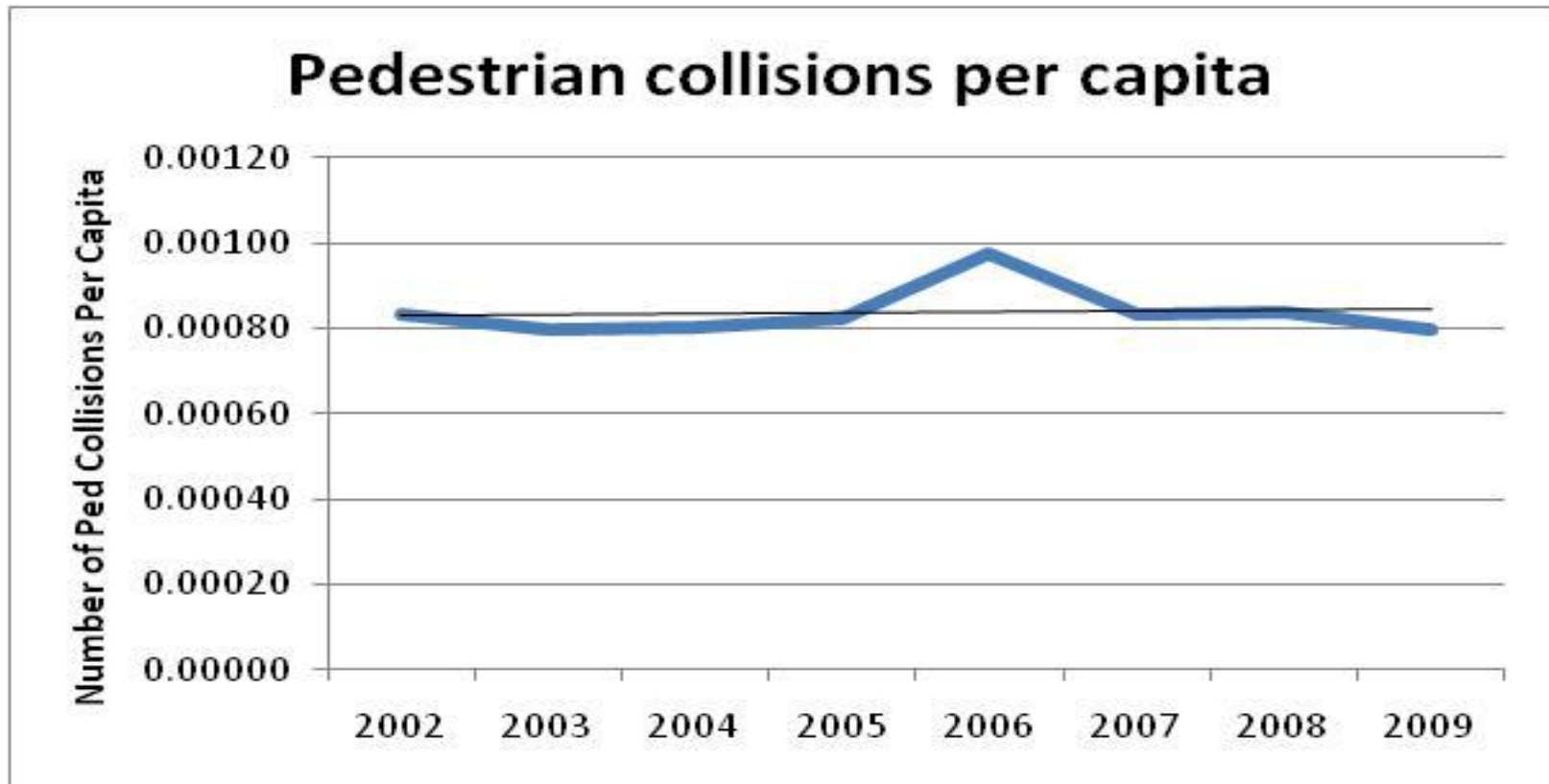
2009 Pedestrian Master Plan

Identify actions, projects, and programs to achieve:

- Safety

- Equity

- Vibrancy

- Health

Safety

- Reduce the number and severity of collisions
- Use data to make decisions

Pedestrian collisions per capita

Equity

- Include historically under-served areas
- Mobility for those who don't drive
- Use data to go beyond the "squeaky wheel"

Vibrancy, Health and Climate Action

- Reduce vehicle miles traveled
- Increase walking, biking, transit use
- Build strong, healthy communities

Prioritization Process

- Designed to focus resources where walking conditions are difficult and where people most need to be able to walk.

- Prioritizes general areas and specific locations for improvement.
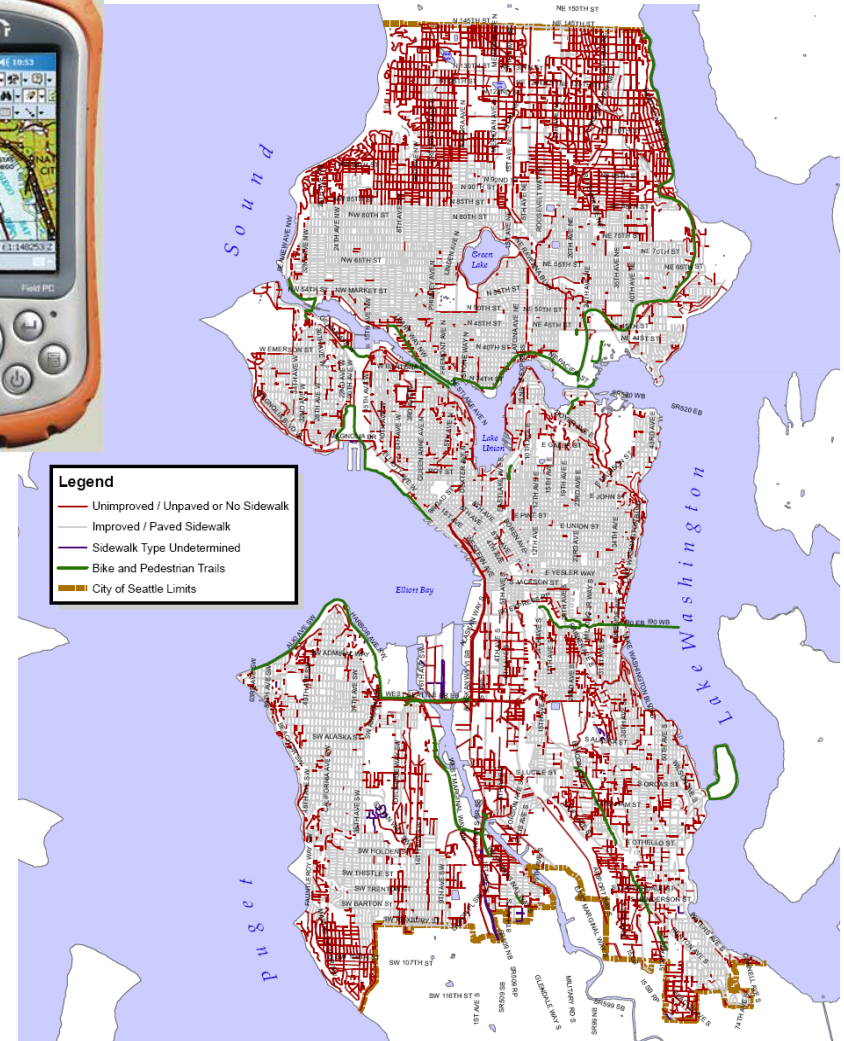
- Does not dictate project type.

Understand the System We Have…

- **What works?**
- **What doesn't work?**
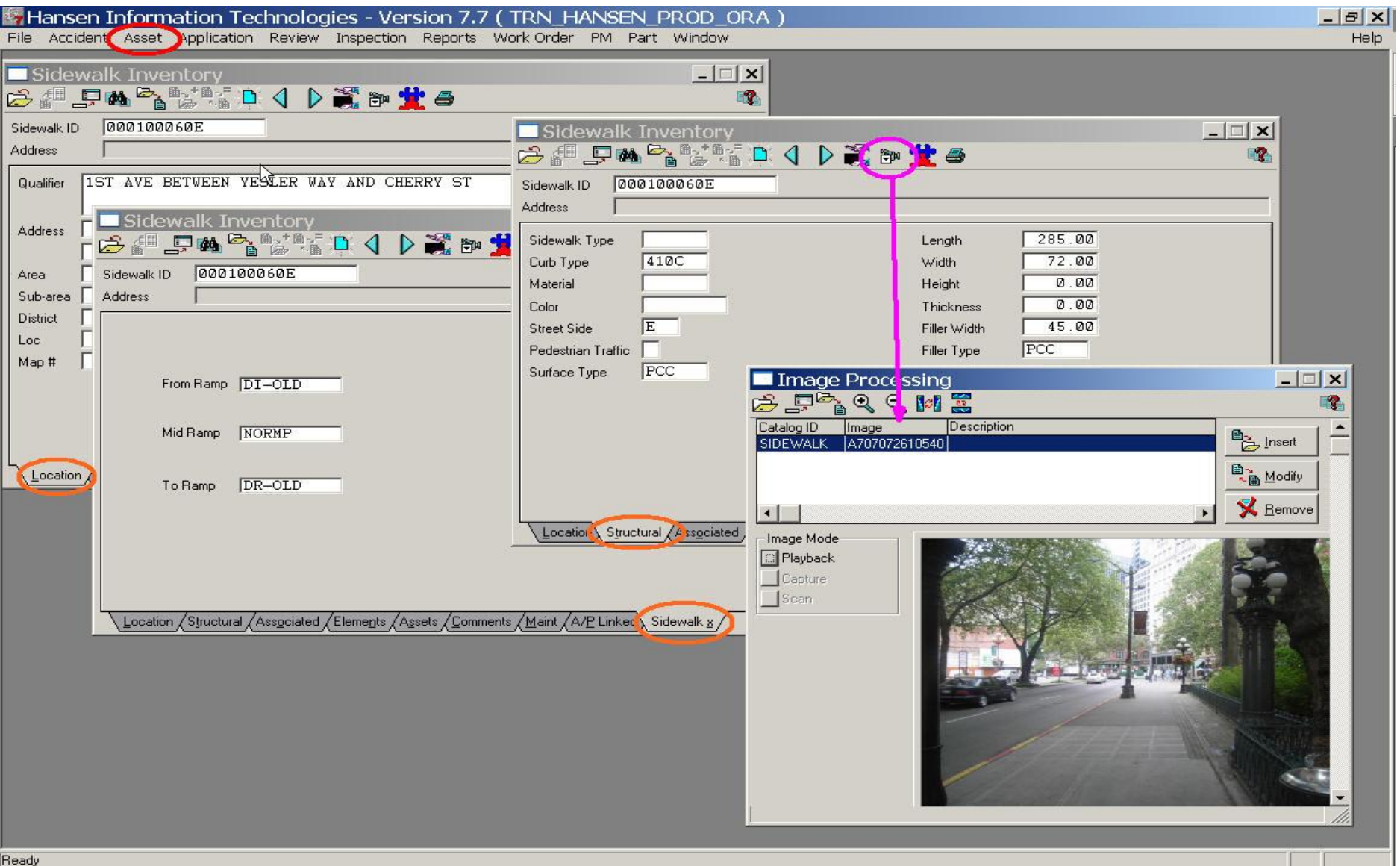- **Where are the gaps and opportunities?**

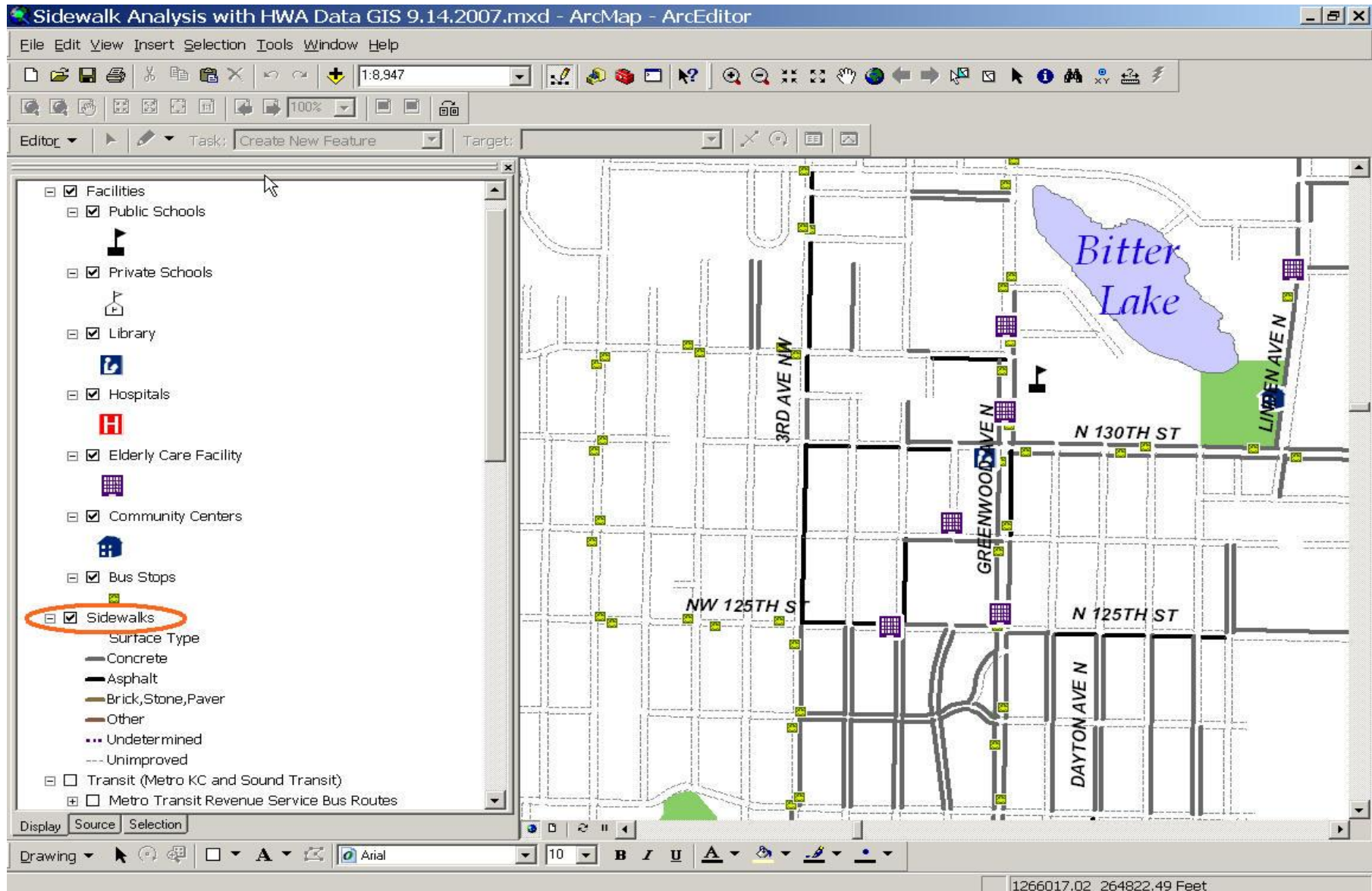# 2007 Sidewalk and Curb Ramp Inventory

- GIS-based
- Data Collected:
  - Sidewalks (width, material)
  - Curb (type)
  - Curb Ramps (alignment, ADA)
  - Filler Areas / Planting Strips (width, configuration, material)
  - Digital Photos

Legend
- Unimproved / Unpaved or No Sidewalk
- Improved / Paved Sidewalk
- Sidewalk Type Undetermined
- Bike and Pedestrian Trails
- City of Seattle Limits

Sidewalk Database

Sidewalk Inventory: GIS

Prioritization Strategy

Building Blocks

Demand

Equity

Corridor
Function

**Contribution to
Total Score**

40%

35%

25%

High Priority Areas
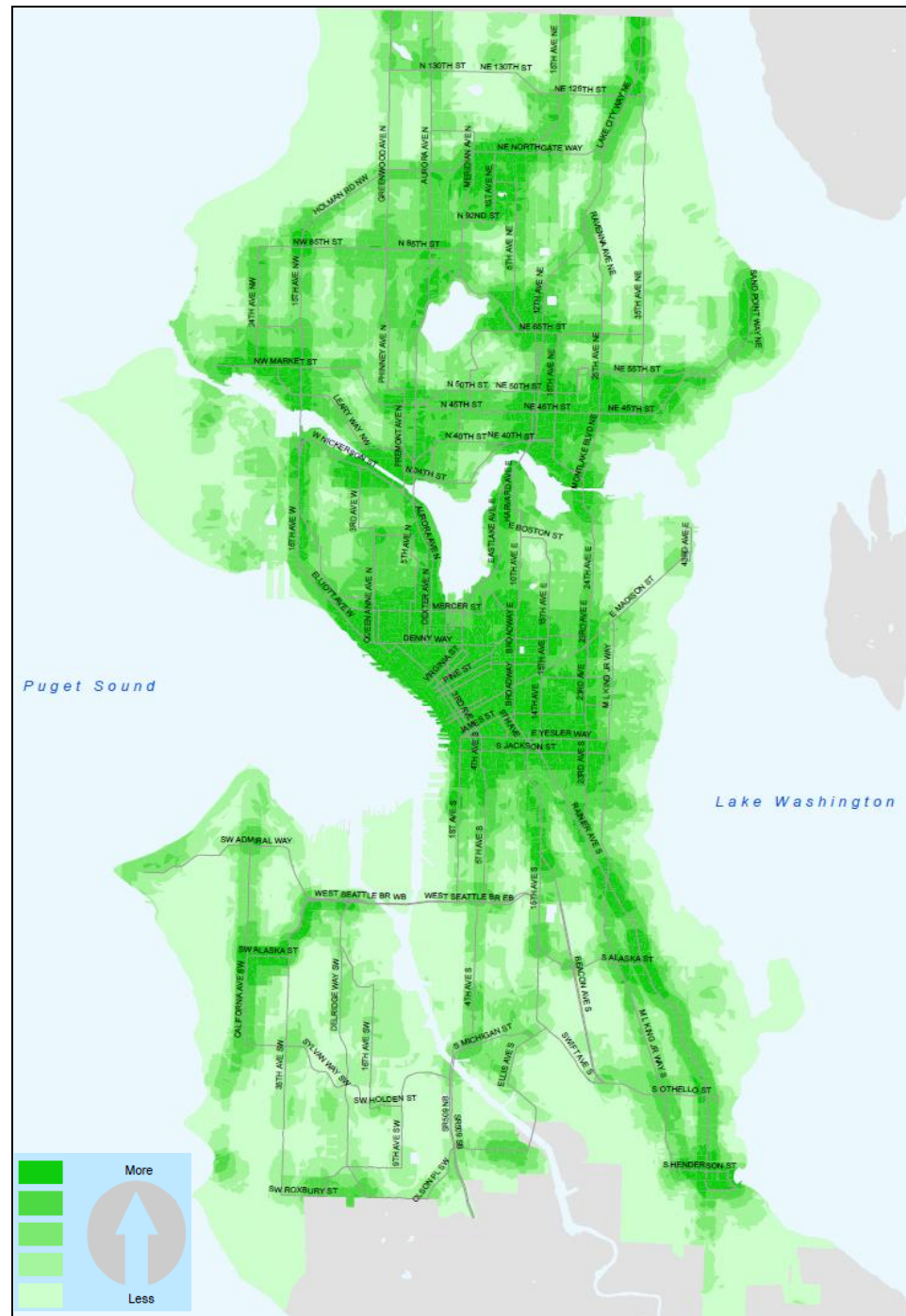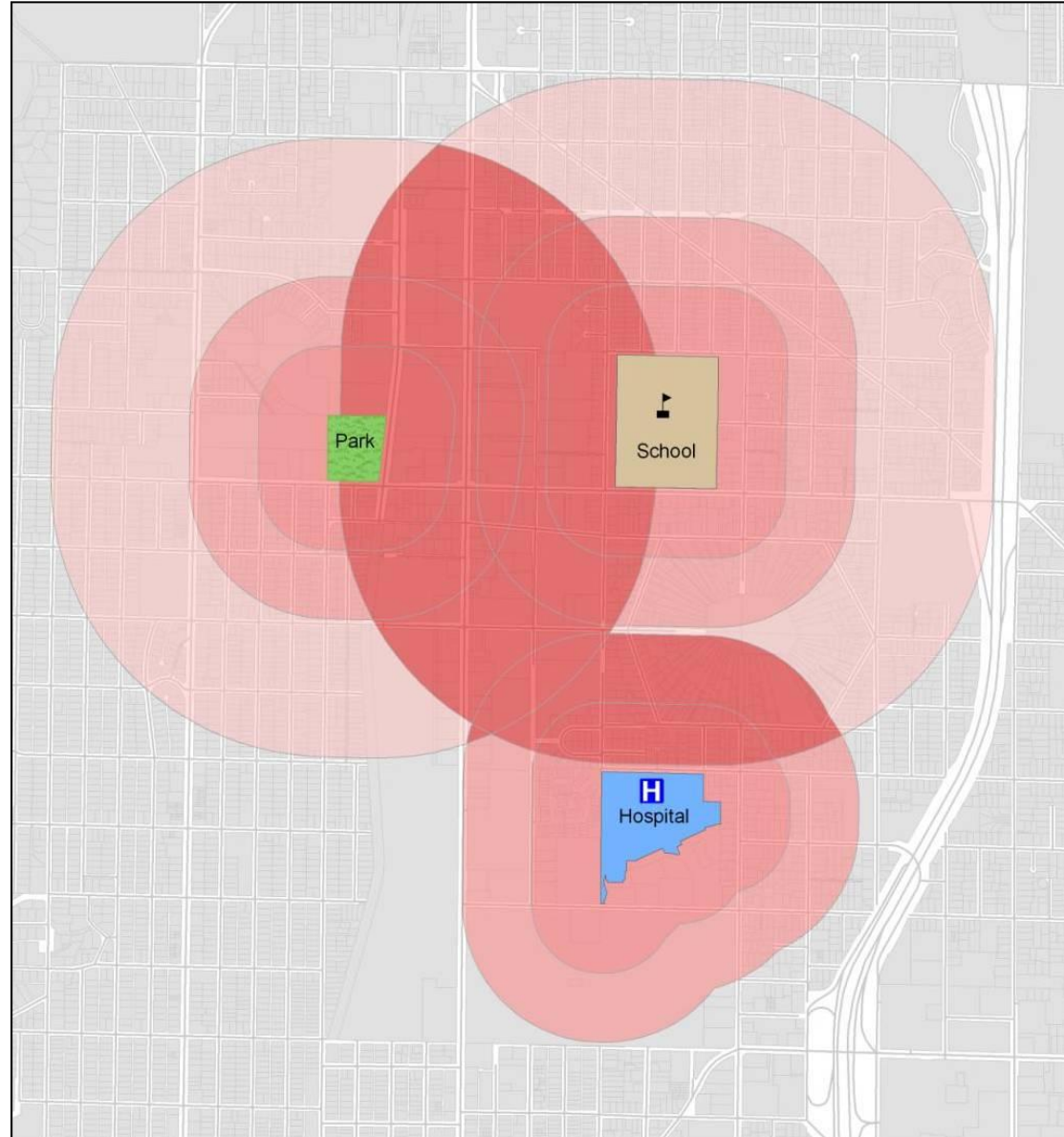
Demand

Based on current land use
and projected growth

Demand

Demand Generators

- **High demand**
  - University or college
  - Major destination
  - Light rail
  - Major bus stop

- **Medium demand**
  - School
  - Major retail / grocery
  - Hospital
  - Community center
  - Park

- **Low demand**
 - Minor retail
  - Minor bus stop

Equity

- Identifies where improvements will serve people with greatest needs

- Criteria:
    - Low income
    - Low auto ownership
    - People with disabilities
    - Obesity
    - Chronic disease
    - Low physical activity
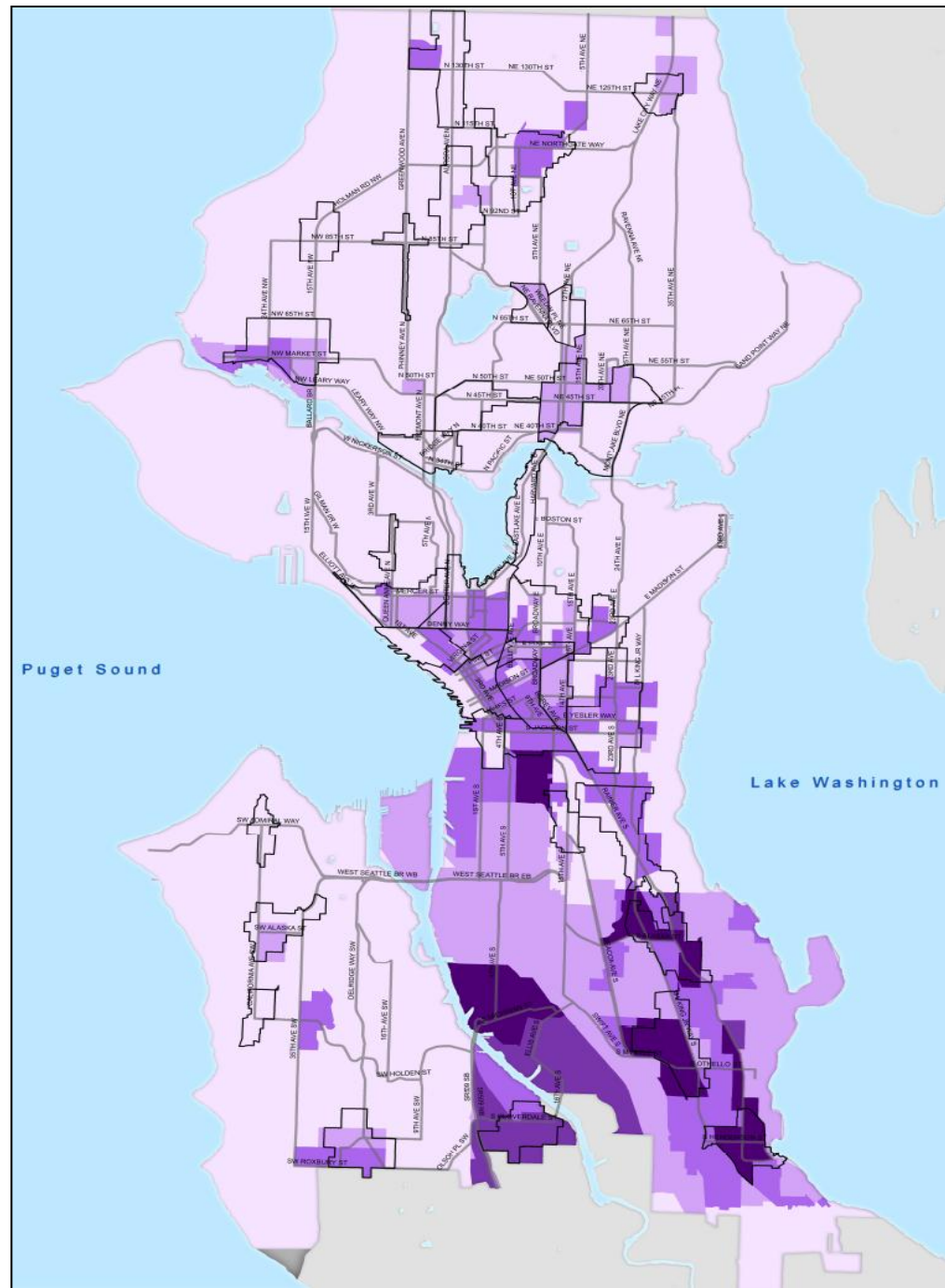
Corridor Function

- Considers street classification and land use

- Prioritizes improvements to auto-oriented corridors

- Connects pedestrians to destinations
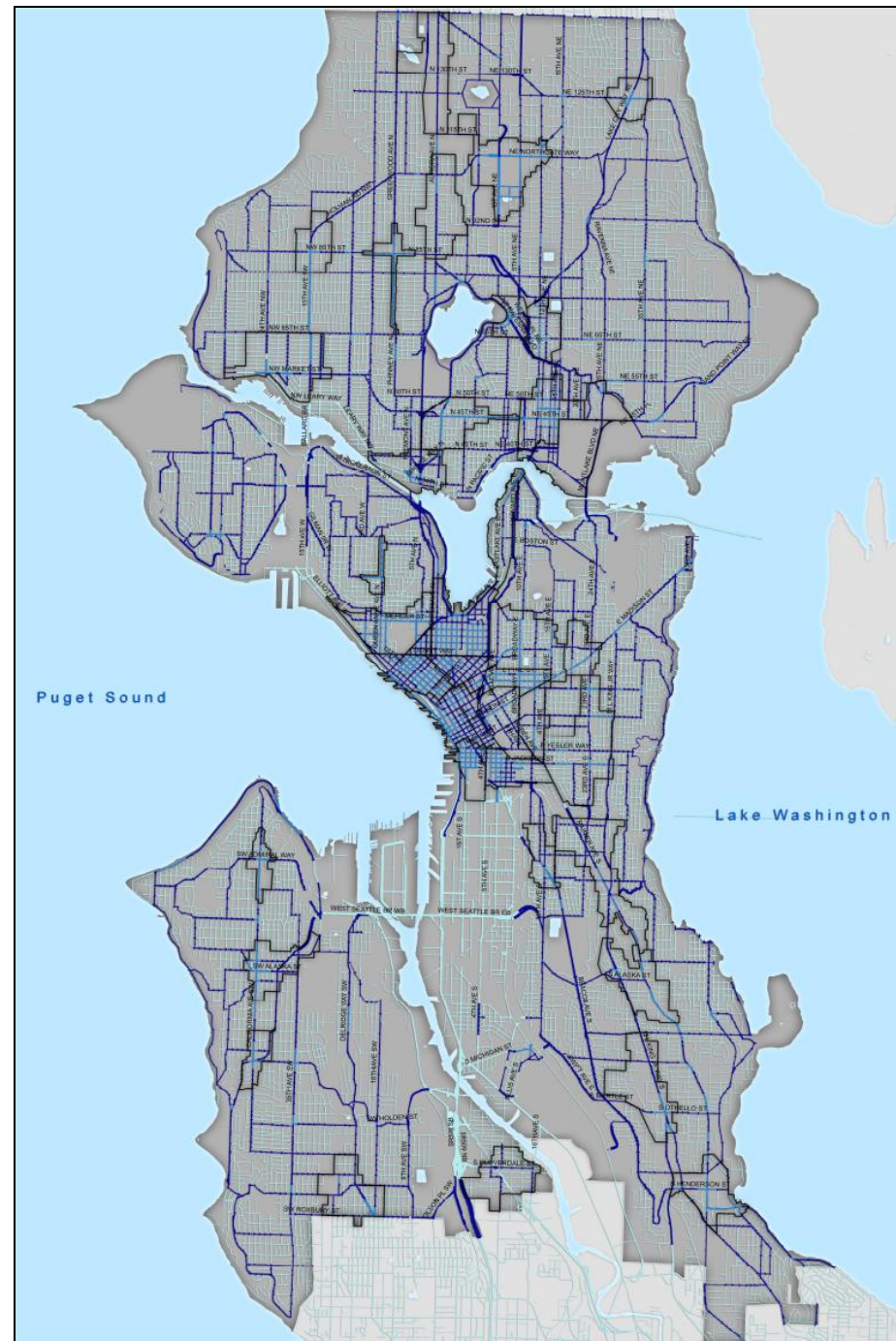
Corridor Scoring

25 points

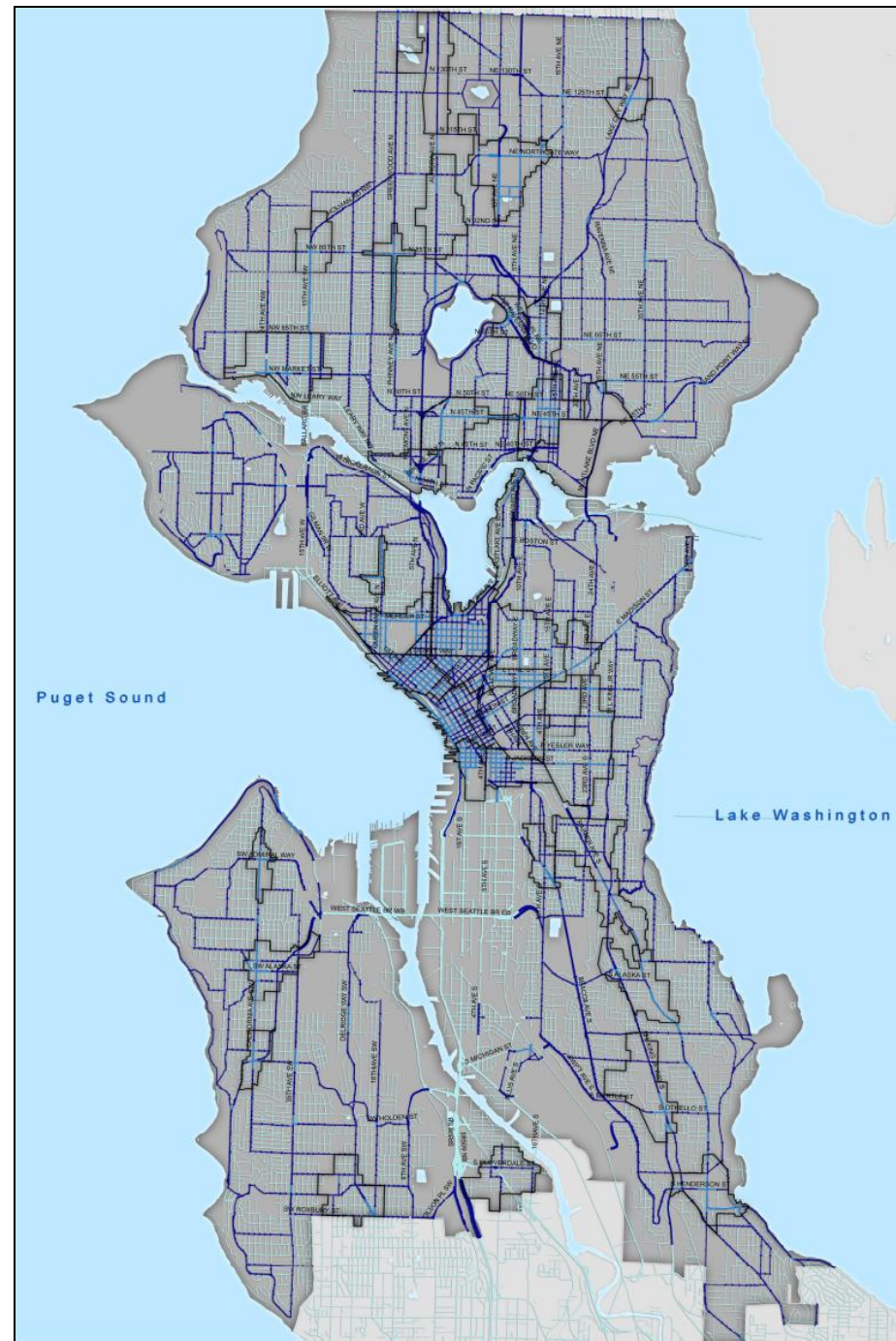Regional connectors

Commercial streets

15 points

Green streets

Main streets

10 Points

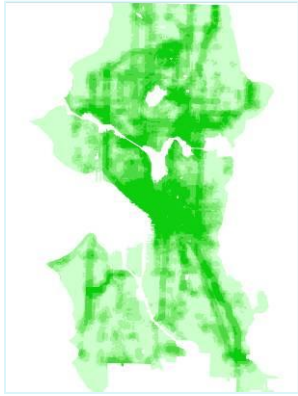Residential streets

Industrial streets

Prioritization Strategy

Building Blocks

Demand

Equity
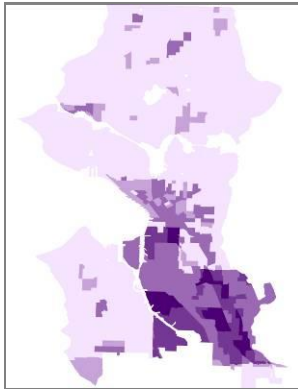
Corridor Function

Contribution to Total Score

40%

35%

25%

High Priority Areas
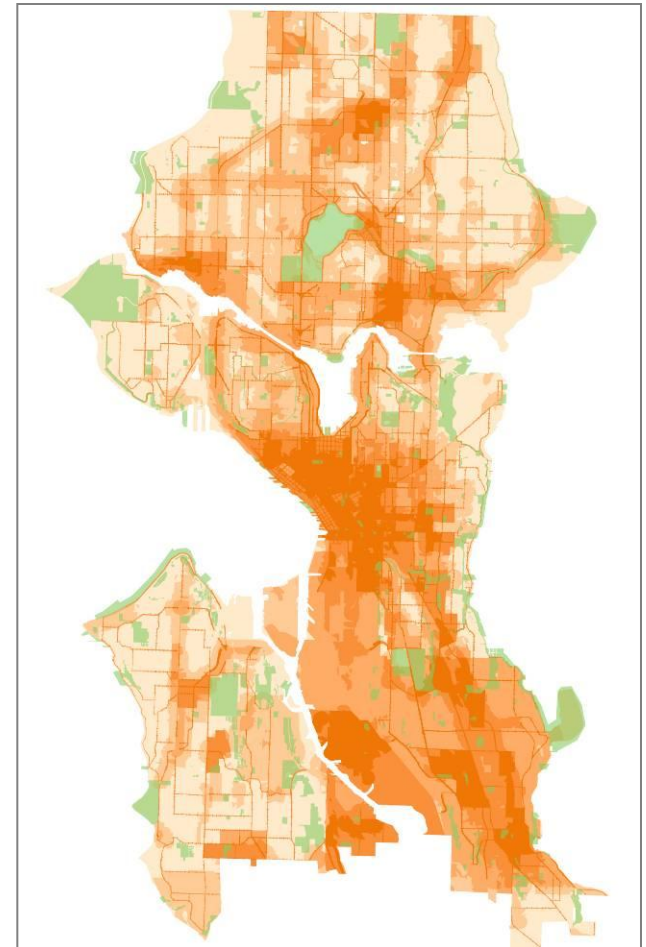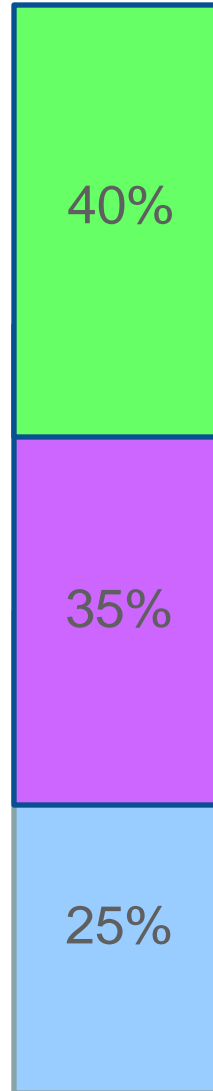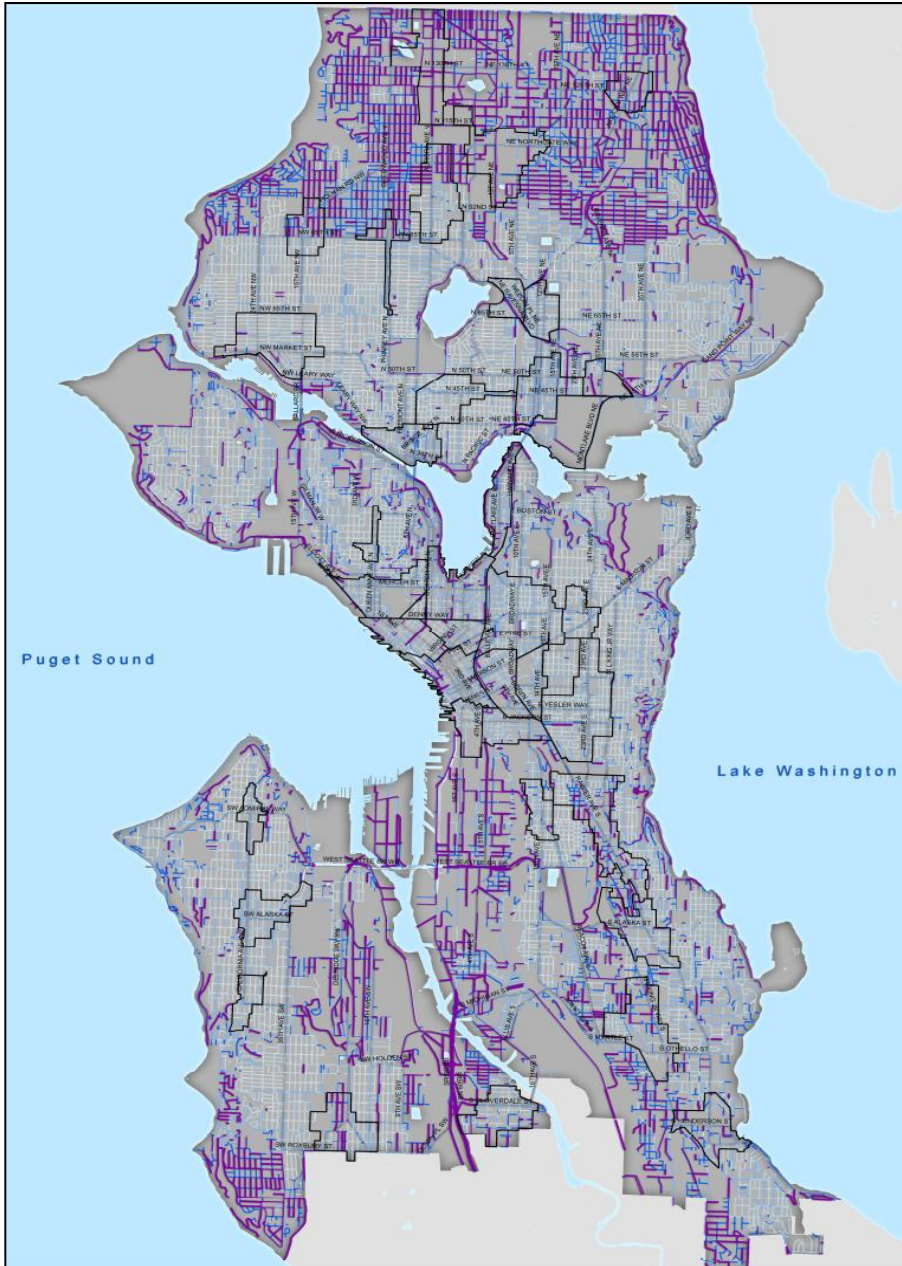
Improvement Opportunities - Along

Along the Roadway

Inputs include:

- Speed limit

- Traffic volume proxy

- Parking

- Buffer

- Sidewalk status

Improvement Opportunities - Across

Inputs include:

- Speed limit

- Traffic volume proxy

- Street width

- Distance to next crossing

- Crosswalk/ramp status

- Signal/stop control

- Collision data

Across the Roadway

Table 8: Crossing the Roadway, Segment Value Calculation

| Factor/Criteria	Sub-Factor/Criteria Use	Notes	Points Allocated
Street classifications (used to indicate traffic volumes)	Art-Class Designation	0 (Residential and Non-Arterial Commercial/Industrial) 3 (Collector Arterial) 2 (Minor Arterial) 1 (Principal Arterial)	1 3 4 5
Arterial Speed limit		1mph-30mph 35+ 40+ 45+	1 3 4 5
Road Width		0-24 24-36 36-48 48-60 61+	0 2 4 6 10
Note: Residential areas and Interstate Highways are not counted			
Distance between traffic signals and stop signs		0-500 feet 500-1000 feet 1000-2000 feet 2000+ feet	0 2 4 5
Note: Residential areas and Interstate Highways are not counted			

Table 9: Intersection Value/Balance Calculation

Intersection Average Value		Raw score	Points Allocated
Crosswalk	Counted within 50 feet of the intersection	3/4 crosswalks per intersection 1/2 crosswalks per intersection 0 crosswalks per intersection	0 1 2
Curb Ramps		None (per missing ramp) Directional (per ramp)	1 0
Signal			
Stop Sign	feet of the intersection		
Number of collisions at Intersection (3 years)		0 1 2-3 4+	0 5 10 20
Notes			
* Please note that "Crossing the Roadway" scores are for intersections only.			

Highest Priorities for Improvements
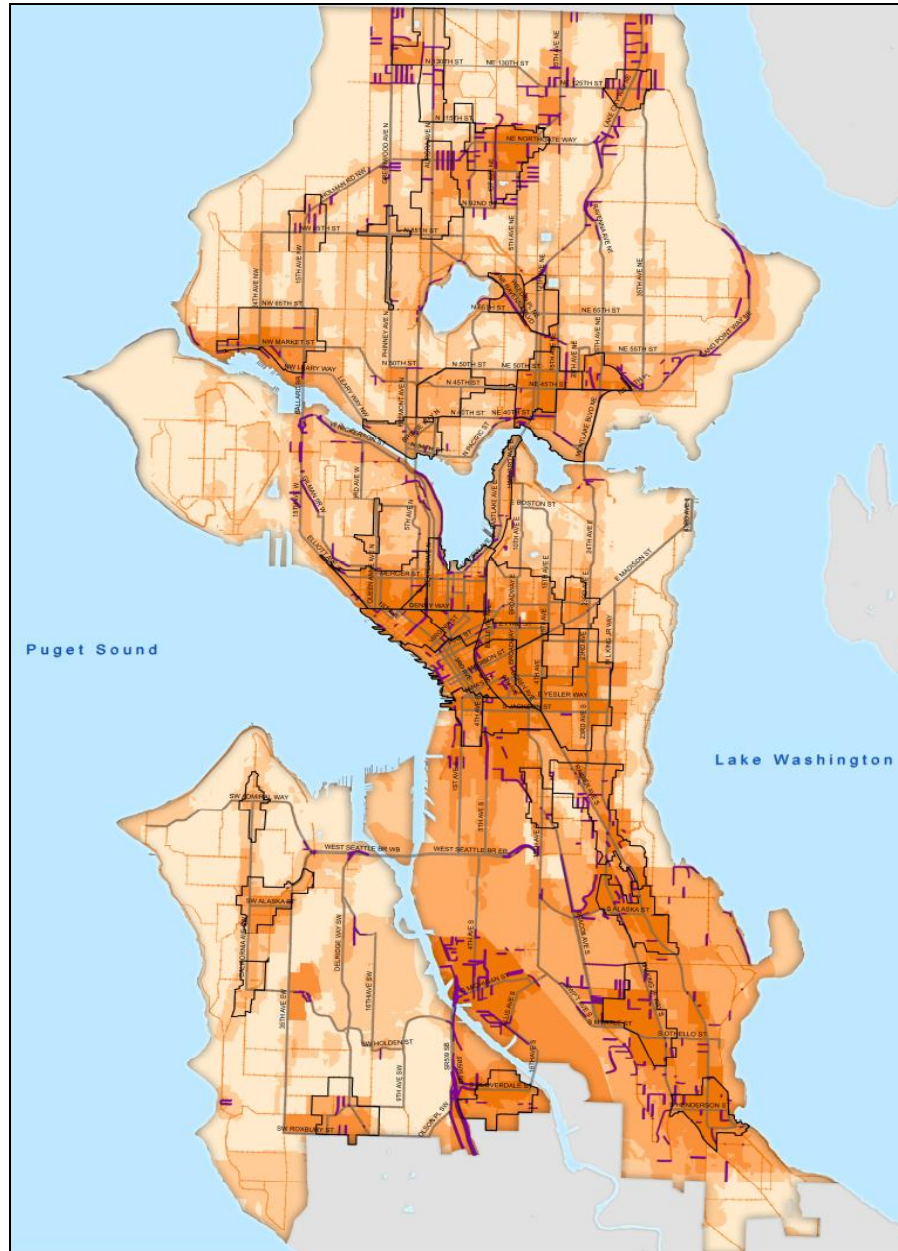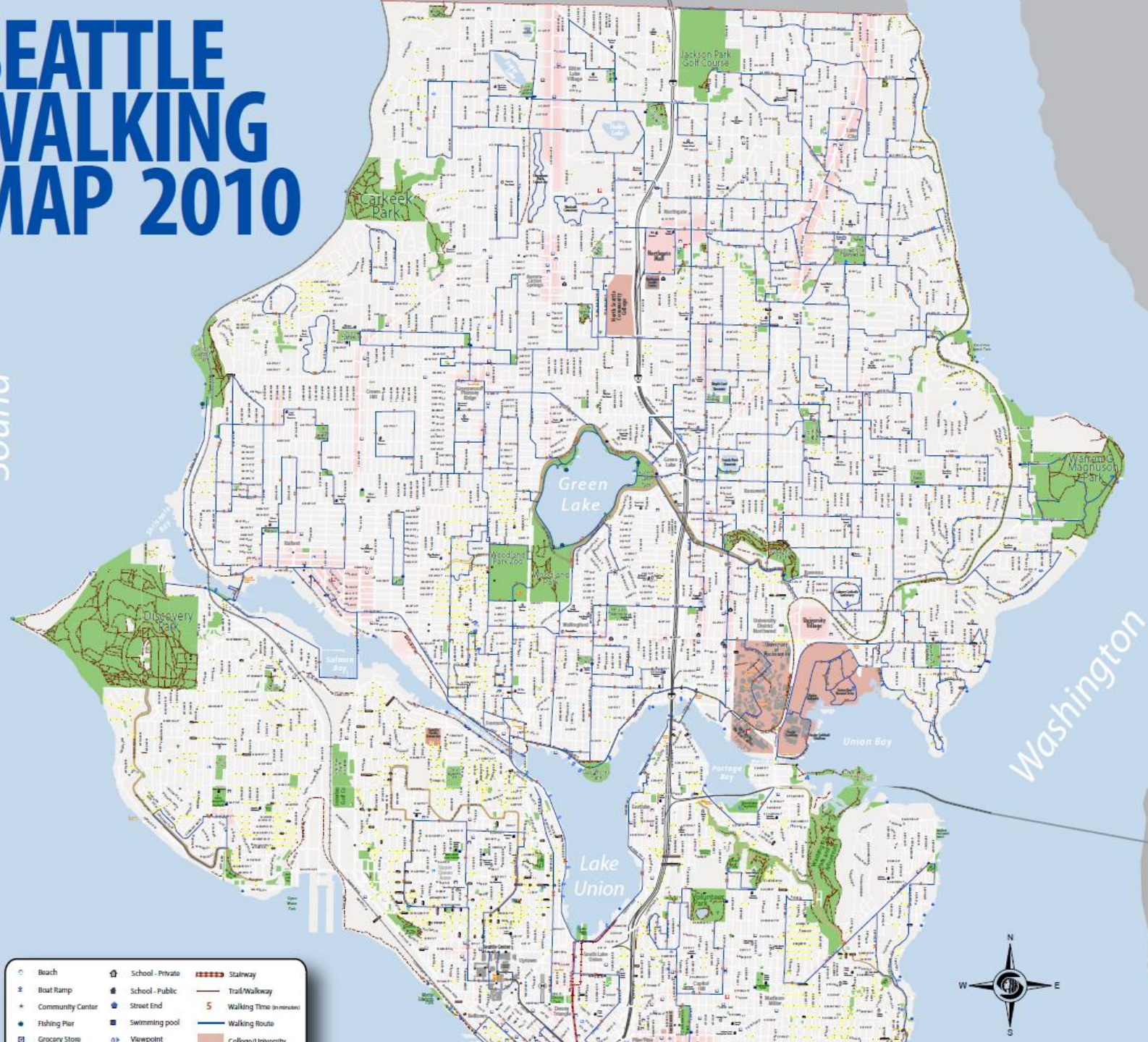

Tier 1 Along the Roadway
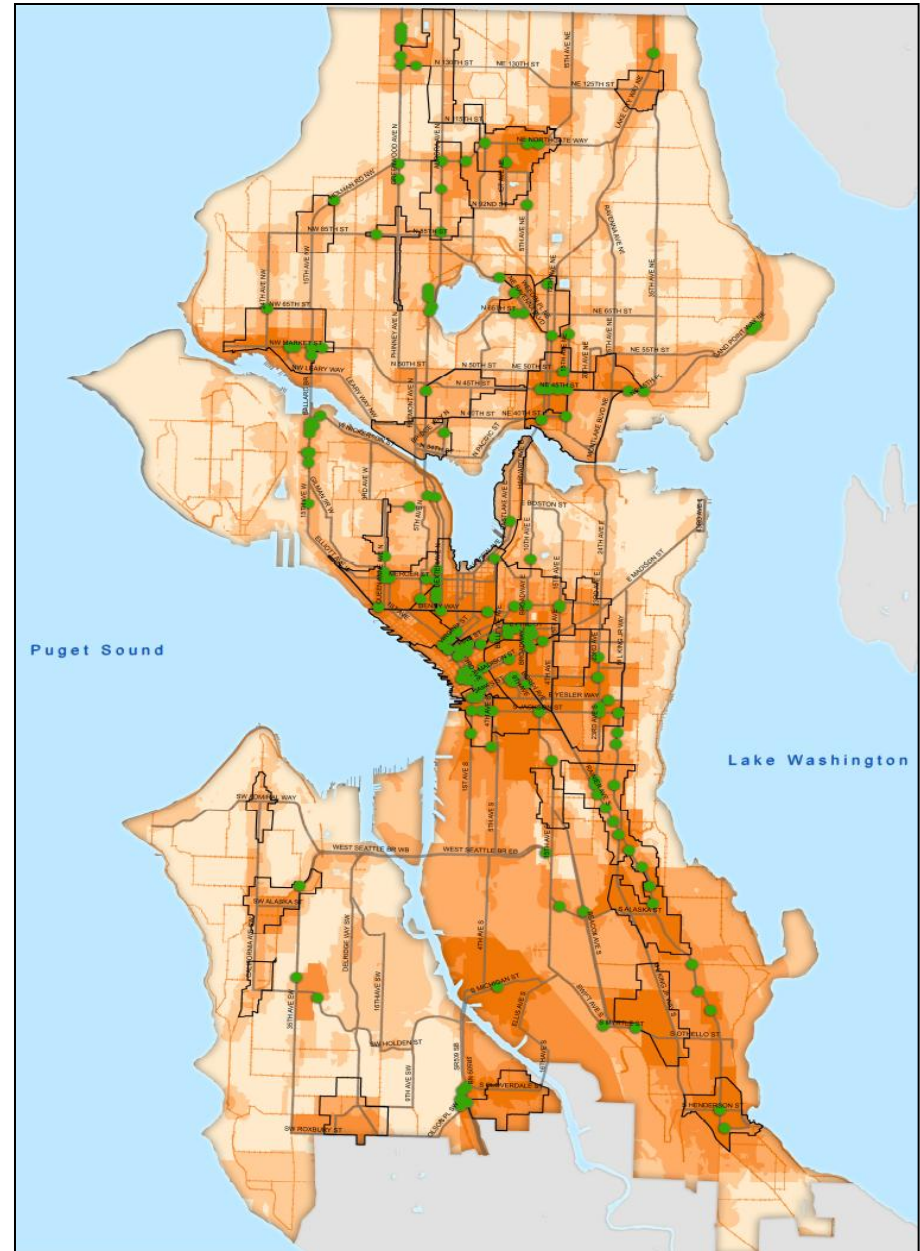
Tier 1 Across the Roadway

Type of Improvement	2007 - 2011	2012 Planned	2012 – through 3rd Quarter
Crossing and Safety Improvements (locations)	136	42	26
Crosswalks Remarked (crosswalks)	3,620	500	466
New and Upgraded Curb Ramps (ramps)		150	92
Pedestrian Countdown Signals (intersections)	159	25	18
New Sidewalks (block faces)	79	12	4.4
School Zone Signage (schools)	174	10	11
School Walking Routes (schools)	25	5	6
Sidewalk Repair (blocks)	119	22	13
Stairway Rehabilitation (stairways)	23	3	3
Trees Planted (trees)	4,098	700	426
Trees Pruned (trees)	16,472	3,000	1,961
New Signals (intersections)	23	2	0
Neighborhood Greenways (miles)	0	7	0.9
Speed Watch Trailer (deployments)	321	50	50

STOP for Pedestrians
It's the law.

Drive Carefully

**Think of the Impact
You Could Make**

SEATTLE WALKING MAP 2010

Sound

Washington

Green Lake

Lake Union

Union Bay

Jackson Park Golf Course

Discovery Park

Warren G. Magnuson Park

Carkeek Park

Legend

Beach	School - Private	Stairway		
Boat Ramp	School - Public	Trail/Walkway		
Community Center	Street End	5 Walking Time (in minutes)		
Fishing Pier	Swimming pool	Walking Route		
Grocery Store	Viewpoint	College/University		

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Seattle Pedestrian Master Plan